VANDERBILT LINES WILL OPPOSE PANHANDLE'S APPLICATION.

Mr. Cavanaugh's Paper on Car Service-The Vandalia Shops to Be Improved and Made First-Class.

Nothing has occurred in passenger circles for many months that has excited more comment and surprise than the demand of the Panhandle for a differential between New York and Chicago; still, as E. A. Ford, general passenger agent, looks at the matter, it is no more than just. From the tenor of the remarks made by Mr. Ford to a reporter of a Pittsburg paper, it appears that the action taken by other differential lines in deflecting business from the Pennsylvania was of an unfair nature. They obtained the right to sell tickets at the differential rates when their service was very inferior, but have lately put on faster and better appointed trains. The Nickel-plate and Michigan Central, which are Vanderbilt lines, have put on a service which is as good as the Lake Shore or Fort Wayne service, and the Erie has taken steps to do the same. On the other hand, the Pennsylvania has neither increased the speed of its Chicago trains over the Panhandle nor added to their efficiency in any manner, so that in so far as living up to agreement is concerned they cannot be accused of any violation of compact. The fact that the roads which are allowed to sell cheap tickets will | just always attract a large amount of business on that account alone, has convinced the Pennsylvania people that they had the right to demand differentials both east and west between Chicago and New York via the Panhandle, which is the longest line. While all this is going on the Vanderbilt people are not merely lookers-on; they will night this differential, but should it be granted they will ask that the Big Four be given a differential on St. Louis business against the Vandalia, the Big Four having the disadvantage of being the longest line. In passenger circles it is thought the Panhandle would be in better position should it put on better equipment and shorten the running, avoiding discussion of

Mr. Cavanaugh on Car Service. The paper which J. R. Cavanaugh, carservice superintenedent of the Big Four, read last week before the International Association of Railway Car Accountants, at Cleveland, is being highly spoken of, so many things did he suggest which would improve the service and benefit the roads and shippers. Among other things, Mr. Cavanaugh said: "In reviewing the past we can truthfully say that our association has filled its mission and been beneficial to our employers, the public and ourselves. M. Arthur, grand chief of the Brotherhood We have been rewarded by seeing the deable importance. We have seen a gradual move toward uniformity in methods and accounts. The association has brought the members into closer touch with each other and consequent social enjoyment that we all look forward to each year, in addition to the benefits accruing to our business. At the present time our department is looked than ever before, and, with the exception of the per diem question, we have accomlished everything we have set out to do. We are still laboring with this subject or the introduction of some other more equitable and uniform method of compensation for the use of freight cars than the mileplan. At present no company knows in full how many miles its wheels have run on any line. There must be an improve-ment over this condition of things, for the science of railroading is progressing. annual discussion of this question is indicative of having performed our duty the proceedings will show that we have done it to the best of our ability. The only way we can hope to bring about this or any other reform is to be continually showing the fallacy or inconsistency of present methods. Among the problems for us to solve in the future will be the ways and means of reducing the expense of car han-dling so as to save the millions of dollars ost annually from the following causes: Cars lying idle on our respective lines "not sing money for want of similar equipment to move their business; cars in process of transfer or awaiting transfer to save mileage, or, at owners request, not wanting their cars to run beyond junction points; storing certain route cars for prosbusiness while we are short of the same class of cars to load other routes; hauling empty cars hundreds of miles in contrary directions over the same ground on account of route or initials; switching one company's cars out of sidings to be replaced with a similar class of cars for ound loading via another route; the hauling of a number of cars in the same train long distances with partial or light loads; lack of uniformity in the size of cars and the reckless competition in build-

ing extra large ones.' Voluntary Relief.

R. F. Smith, superintendent of the Pennsylvania Voluntary Relief Department on line's west of Pittsburg, yesterday issued his bulletin for May, which shows that \$1,250 was paid out in death benefits from accident and \$3,500 in death benefits from natural causes; in disablement benefits from accident, \$6,449.35; from sickness, \$6,580, making the total disbursements of the month \$17,779.35, the lightest in any was not a "joker," but one who was very nonth in the last two years. During the in case of death, their legal heirs. In the eighty-three months the association has been in operation \$152,366.69 has been paid on deaths from accident, and \$448,197.78 on deaths from natural causes; in disablement ter in a nutshell. The well was undoubtdeaths from natural causes; in disablement | ter in a nutshell. The well was undoubt-benefits on account of accidents, \$427,940.15; edly "buried alive by order of the park on account of sickness, \$535,758.80, making a total of \$1,564,863.32 disbursed in the eighty-three months to 72,145 members, or, in case of death, to their legal heirs.

Personal, Local and Generad Notes. Albert S. White, general manager of the Erie fast freight lines, is expected in the

John M. Campbell, a veteran contractor, who built a large mileage of the Pennsylvania lines, died on Monday at Altoona, Pa. The Baltimore & Ohio has assumed the aggressive at Cleveland, putting on fast freight trains between Cleveland and the

Eugene V. Debs, president of the American Railway Union, arrived in Philadelphia Tuesday, and was received by a large delegation of the labor unions. The Big Four is operating its fast freight

service between the South and North with fully as much aggressiveness as its eastand-west fact freight service. Superintendent Bonebrake, of the Louisville division of the Pennsylvania lines, is

figuring on putting on still faster passen-ger service over that division. The Cleveland, Cincinnati, Chicago & St Louis earned in the first week of June 220,501, against \$265,671 in the corresponding week of 1895, and against \$242,733 in 1894. The shops of the Indiana, Decatur &

Western will this week turn out a switch engine for the Cincinnati, Hamilton & Dayton, rebuilt, and on Monday a passenger Philip Allen, trainmaster on the Lake

Shore's Toledo division, has been promoted to superintendent of the Kala:nazoo di-vision, made vacant by the death of Abram The wife of W. H. McDoel, vice president and general manager of the Louisville, New

Albany & Chicago, who was thought to be fatally ill on Sunday, is better and hopes are entertained of her recovery. The Indianapolis & Vincennes and the Vandalia have completed the work of lowering their tracks on Kentucky avenue to the grade of the street, not only greatly improving the looks of the avenue but im-

proving the track. The Joint Traffic Association has paid no

attention to the reports from the West of the alleged rate cutting by the Baltimore & Ohlo between Cleveland and Chicago, giving as a reason that it does not come un-

H. Smith, taveling auditor of the Wagner Palace Car Company, was in the city vesterday on official business. He states hat the increase of the company's business in this territory the last year or two has been a great surpise.

Joseph Ramsey, general manager of the Wabash lines, denies the report that W. S. Lincoln, chief engineer, will retire on the ist of the month. He credits Mr. Lincoln with handling that department very economically and satisfactorily.

The Big Four, on Sunday next, will bring to the city low rate excursions from Wabash and way stations this side, and from lare appearing all over the country.

Union City and way stations this side, and the Peoria & Eastern will have one from Springfield, O., and stations this side. Chicago roads will have to fight their own battles with the Canadian Pacific and other roads having independent outlets from St. Paul and other Western and Northwestern points, as the Eastern Joint Traffic Association has declined to take a hand in the

C. A. Schmettau has been appointed assistant general counselor of the Toledo, St. Louis & Kansas City, with headquarters at Toledo, and Bayless, Guenther & Clark, of Frankfort, Ind., will look after the legal business of the company in Indiana and

It is stated that thus far the Western trunk line pool has proved to be a com-plete failure, and it is feared the plan will have to be abolished, as it is found im-possible to bring about an equitable allotment of percentages under the existing

It is stated that when D. B. Robinson re-tires as vice president of the Santa Fe to go with the St. Louis & San Francisco as president, the position he held on the Santa Fe will be abolished, and after July 1 Vice President Ripley will be at the head of the operating department.

W. I. Laird, traveling freight agent of the Chicago & Great Western, was in the city yesterday. He says the Chicago & Great Western is not a rate disturber; there is the Chicago & Great Western.

The new time schedule of the Cincinnati,

Hamilton & Dayton on its main line goes into effect June 26. The company will then have five daily trains between Cincinnati and Toledo. Three of the trains each way will be fast, and one of them one of the finest vestibuled trains run across Ohio. N. C. Dean, general trainmaster of the Panhandle lines, has decided to accept the position of superintendent of the Vandalia main line on Harry Miller taking the general superintendency, which it is stated will be on July 1. Mr. Dean's place on the Panhandle will be filled by the promotion

first-class passenger locomotive has been turned out at the Fort Wayne of the Wabash, with six-foot driving wheels and all modern improvements. The employes at the shops are very proud of the engine and quite indignant that a report is out that it was built at the Rhode Island locomotive works.

The Union Pacific has decided to again place a representative in this section, with headquarters at Indianapolis. The company has leased a room in the Jackson Place building and appointed H. Radeliffe agent. Mr. Radcliffe has been with the Union Paclfic at Minneapolis for some years and was formerly with the C., B. & Q. at Omaha. Next month a new trunk line from the Northwest will be opened to the scaboard from Minneapolis via the Wisconsin Central to Manitowoc and thence across the The new line will do both freight and pas-senger business, and it is claimed will be the shortest route from Minneapolis to the

The prospects that the Chicago, Union & Cincinnati, a partially built road. doubtful, indeed, that the voters in Wells county have asked the commissioners to make an order that unless, the road is completed within a specified time the portion of t graded in that county should be transormed into a highway.

Next Monday the Brotherhood of Loco-Engineers and Firemen will have a mass meeting at Elmira, which will also ocomotive Engineers, and Grand Mas-Sargent, of the Broternood of Locomo-Firemen, will be present addresses. The Lackawanna, Erie and the Lehigh Valley will run excursions from all points within a radius of

A. G. Amsden, late superintendent of the Kalamazoo division of the Lake Shore, was buried at Mansfield on Tuesday. The funeral was largely attended, the Lake Shore people running a special train from the Chicago and Kalamazoo division and one from the Cleveland and Toledo division. deceased entered the service of the Lake Shore in 1871 as a clerk. A year later he was appointed cashier of the company at South Bend, and later was appointed chief clerk of the superintendent of the Michigan division. Three years later he was appointed acting superintendent of the division; in 1883 he was appointed superintendent of the western division, and in 1892 superintendent of the Kalamazoo division. George B. Roberts, president of the Pennsylvania lines, on Tuesday started og a tour of inspection of the entire system. This is the regular June trip of the president, and it has no special significance. He will make the trip alone-that is to say. none of the general officers will accompany ilm. The general superintendents will meet him and accompany him as far as their respective jurisdictions extend, and the will be true of the division superintendents. All the new work that is under way will be inspected by the president, who makes it a principle to give personal supervision to all important new work. In the spring he always makes these investigating tours, and in the fall he takes the

spection quite as rigid. The work of enlarging the Vandalia shops at Terre Haute has commenced, and it is proposed to have some of the best shops in the West when the contemplated improvements are perfected. A Terre Haute busi-ness man says that the citizens of that place are beginning to feel that the change in ownership of the property and its conto Terre Haute. In fact, after July 1 more officials and clerks will be located there than at any former period, and as people vice president and general manager, Harry Miller, the coming general superintendent, and W. C. Arp, superintendent of motive power, they find these gentlemen have the interests of Terre Haute in mind in all

directors over the entire system for an in-

"Epitaph of the Well." To the Editor of the Indianapolis Journal: printed in to-day's Journal under the above heading, I am inclined to think that | a great deal of time over the same subject, the person who erected such a memorial records of his experiments. much in earnest in his desire for the speedy commissioners," not because it was a "public benefactor" (as might be inferred from the epitaph), but because the commissioners believed that the pump which "surmounted" it was incongruous and out of harmony with present and prospective works of art in the park. It is to be hoped there is some truth in the report that the commissioners have at last accurately gauged the state of public opinion on the subject, expressed in many ways in the past two weeks, and have resolved to supply the people with water from the well by an underground electric motor. If this electric motor, entirely concealed from view, be artistic enough to prevent any incongruity and efficient enough to send forth a constant supply of water, I take leave to say that the public will be well satisfied. The people are quite willing that the homely old pump should be relegated to the scrap pile. All that they want is pure, cool water from the old well, and they are quite indifferent as to the agency by which this water is brought to the surface, whether by an old oaken bucket, a pump of uncertain color, a windmill or an up-to-date electric motor. For two weeks

in the park it has been Water, water everywhere, But never a drop to drink. Let's have good water once more, and the commissioners will at once regain the good will of the public, who always admire men possessed of sufficient moral courage to acknowledge that they were mistaken.

COMMON SENSE. Indianapolis, June 16. A Beautiful Man.

The handsomest man that the people of St. Louis have ever laid eyes on is ex-Governor P. C. Cheney, of New Hampshire. He is a beauty. When he walks along the street the ladies all turn and look at him and say: "Who is that hand-some New Englander?" Mr. Cheney is in mighty bad odor with the other New England delegations. As a part of the machire of Mr. Hanna, he voted in every case that came before the machine to seat

the McKinley delegates. Why Matthews Sneers.

Philadelphia Press. Governor Matthews, of Indiana, sneers at the civil service laws. He is perhaps convinced he couldn't pass the examina-tion. Most free silverites have an impediment in their think-tanks.

Too Bad for Their Tough Digestion. Philadelphia Press. Tillman's talk is too much for the Indiana Democrats. And to think they have been brought up on the rhetoric of Voorhees and Turple!

Sign of Greatness.

Buffalo Courier. Mark Hanna has achieved to one stage of greatness. Horrible caricatures of him

PROFESSOR LANGLEY SOLVES THE AERIAL TRANSIT QUESTION.

Learned the Principle from Watching the Turkey Buzzard, and Has Invented a Machine.

New York Herald. It is rather surprising that the announcement that Prof. S. P. Langley, of the Smithsonian Institution, had definitely not attracted more attention than it has. the word of so practical a man of science

no line in the West, he says, that has done more to bring about higher rates than has omy, the foremost man of science whom we detect, with your hand for example, the ranks with the greatest astronomers and er. This machine registers the variation of motive for which even his political ene physicists of the world, and he is one of of a millionth of one. It does not require the few men whom America has produced a fine and technical knowledge of astroncontributions to pure science. He is to the latter something of what Nicola Tesla is

It was a really remarkable thing that a man like Professor Langley should have undertaken to build a flying machine at all. It was still more remarkable at his Langley was able to fix on his sensitive age. Although he bears them lightly, he has now sixty-two years to his credit, and, as I understand it, he did not take up with his investigations as to aerial flight until about six or seven years ago. But he has prosecuted his inquiry with all the enthusiasm of a young man, and is, in short, one of the type whom you are led to describe as sixty-two years young.

Again, in both its matter and manner. Professor Langley's invention, or his discovery, whichever you may like to term it, is of unique interest. His machine is built upon exactly the opposite principle from that upon which other flying machines have been built, and his invention repre-

When Stephenson built his locomotive he proceeded in his work upon certain definitely known facts-that is, he was perfectly sure that if he could find a way to push his wheels around by steam, his enwould run over the ground just as an ordinary wagon would. He was venturing into no unknown field of physics. With Professor Langley it was just the opposite. Although men of science for two cendynamics of the air, have weighed it and determined its compressibility, its action under heat, etc., yet up to the time Prof. Langley took hold of the matter there existed no definite data as to the plan or principle upon which a flying machine, if it is to successfully navigate the air, must be built. To find out these new data was

TAUGHT BY A TURKEY BUZZARD. Put in a less technical way, Professor Langley's problem was this: He says: "Did you ever think what a physical miramon turkey buzzards to fly in the way it does? You may see them any day along the Potomac, floating in the air, with hardly the movement of their feathers. These birds weigh from five to ten pounds; they are far heavier than the air they displace; they are absolutely heavier than so many

"I fancy if you saw cannon balls floating through the air like soap bubbles you would look upon it as a sufficiently surspeaking now, of course, not of birds that hy by flapping their wings, but of those that fly without flapping their wings, and with almost no visible expenditure of

It was from watching the turkey buzzard that Professor Langley came to conclude that it was possible to build solid models much heavier than the air and drive direct such a machine with such an ordinary force as steam. That is to say, he became convinced that there are certain shapes in which matter can be disposed so that the more rapidly it moves through he air, in a sense, the less power it takes to move it, and that a machine could be built to skim through the air very much as a skater skims along the surface of very thin ice-the faster you go the less

Professor Langley believed that soaring birds have an intuitive knowledge of certain properties in the air by which they are able to skim along-rising and falling, soaring up and sailing down, and turning about in circles without any flapping of their wings or apparently any other effort. Just what these properties were he attempted to find out and develop by experiment. I believe that in this work he was associated with his friend, Graham Bell, or at any rate, Professor Bell spent and has a mass of note books filled with

from these experiments it was demonstrated that a machine, not a balloon, can de which will produce enough mechanical power to support itself in the air "Though." Professor Langley "this is not saying that we have yet got skill enough to manage this power so as to rise and fly about in the air and descend safely." What is actually demon-strated, repeated hundreds of times in the laboratory, and finally with the successful machine which Professor Langley built, is that the flying machine is possible. that now remains is to perfect it and learn how to manage it.

MACHINE WEIGHS TWENTY POUNDS. The experiments which Professor Langley carried on resulted in showing that an expenditure of one-horse power, in horizontal flight, will support about two hundred pounds and at the same time carry this burden at a rate of fifty miles an hour through the air. Now, there have recently tive weight of an engine decreases with the number of its horse power, so that there seems no reason to doubt that what Prof. Langley has done on a small scale may be done on a large one, and very shortly

at that. Professor Langley's machine measures but fourteen feet from tip to tip, weighs, complete, twenty-four pounds, is solidly built of steel, and, compared with the air which supports it, has a weight of a thousand to one. It has no balloon arrangements of any sort, and instead of trying to build a vessel lighter than the air and filling it with gases to make it rise. Prof. Langley has practically built a machine as heavy as he likes and relied upon its shape and power for successful flight.

This is just the opposite of what almost every other experimenter in this field has tried to do, although it was apparent to every one that a flying machine, to be of any commercial or practical value whatever, would have to be heavy enough and powerful enough to drive straight against or across and in and out of the stoutest gale that blows. Otherwise it would forever be at the mercy of the element. What was necessary was a ship which would ride storm in the air as a great ocean liner rides a storm at sea.

Professor Langley has been very careful to say that he never expressed his opinion that man could fly by his own strength. But he has demonstrated that powerful machines, thousands of times as heavy as the air itself, can be built to navigate the air. As to just the measure of his present success the secretary of the Smithsonian is exceedingly reticent—as reticent, in fact, as Professor Bell is enthusiastic. The latter says that he entertains no doubt whatever that a practical air ship for use in war is but a very short way off. Indeed, Professor Bell inclines to the idea that within five years his friend Langley's invention will have absolutely changed the face of warfare, will have made armies an impertinence and our four-million-dollar prize battle ships so much useless junk. Just so soon, he thinks, as it is possible to build a machine that will carry half a

ton or a ton of dynamite through the air

SOON and be easily manageable nobody will want to fight. An army will not care to rest under the constant apprehension of having a ton of high explosive, sufficient to blot them out in a second, dropped down on them. Nor will a battle ship be of any avail against a similar attacking force. It is agreed now that it is practically impossible to hit a swiftly moving war ship, with the speed of twenty knots or more with a land gun—that is, at any considerable distance. How much more impossible will it be to hit a compact mass of steel, hovering so high overhead as to seem dwarfed to a speck, and circling at the rate of thirty or fifty miles an hour! Lit-erally Professor Bell believes that we shall soon realize Tennyson's poetic fancy of the war ships of the world

"Grappling in the central blue." LANGLEY'S GREATEST WORK. His greatest work has been in the study solved the problem of aerial navigation has of the sun and of the sun spots, measuring the heat of the great orb of light, and Coming from such a man, and backed by in stellar photography. It was he who in- for a man to give expression to opinions vented an instrument for measuring, with as Alexander Graham Bell, it was not such | the nearest approximation possible, the an announcement as might have come heat of the sun, and this instrument, which from some unknown and obscure inventor. he called a bolometer, is so sensitive that Professor Langley would die a famous | the temperature of a sunbeam can be testman if he had never taken up aero-dynam- ed to a millionth of a degree. With your ics or attempted to build a flying machine. sense of touch you would be a remarka- Cuba's behalf was John A. Quitman, of Misomy, the foremost man of science whom we | detect, with your hand for example, the have in this country. Professor Langley | difference of several degrees taken togeth-

so far who have made any real and solid omy to marvel at such an instrument as It was Professor Langley, too, who found of stars so distant as to be invisible to the eye, even when aided by the most powerful telescope that exists. Nebulae, so diaphanous that the eye, even when aided by the

photographic plates, and thus bring into sippi and Palmetto troops of South Carothe realm of the visible. And still again, no man has done so much as he to reveal the beauties and the wonderful, changing landscape, if you may call it such, on the surface of the sun. Prof. Langley's drawings of some of the sun's spots which he has observed are really works of art, for it happens that he is not only a great astronomer and a patient investigator, but a man with an artistic eye as well. To catch these beauties, which he could not photograph, he made himself an excellent draughtsman and made his own over old Belen. illustrations for the fascinating volume which he has written on what he calls

"The New Astronomy." Eight years ago Professor Langley was invited by Professor Baird to the post of lina and Mississippi, and as two or more assistant secretary of the Smithsonian In-stitution, and on the death of the latter beis shown in the fine and striking portrait of Gordon Hardie. His heavy brows have broad and massive forehead has become more deeply furrowed, and his countenance has taken on something of that rugged and beetling aspect which you see

in the later portraits of Darwin. Withal, he is a genial, kindly and simple mannered man, with a rather dreamy air. which is shot through with wit and fun and carnestness as he grows more interested in his talk. With all his honors and his medals-and he holds many of the bine ripbons of science, the Rumford medal of the Royal Society, the Henry Draper medal and many honorary degrees-he is still modest and retiring man, who is led to speak of himself or his work with difficulty, and who is happiest when he can escape such things and be alone with his laboratory or his telescope.

THAT MILE-A-MINUTE BIKE. It Took Four Men to Hold It After I Had Killed Its Inventor.

Boston Evening Transcript. At about 11 o'clock this morning S. H. Roper, the inventor of a steam bicycle died of heart disease while a making a trial of his machine on the track of the new Charles River Park in Cambridge. He had made an independent trial of his machine, accomplishing a mile in 2:01 1-5, and at the time of his death was making another trial against Nat Butler, the noted professional He had completed three-quarters of the mile, giving Butler, who is one of the speediest men in the country, all that he Governor's, of stating his views in a pubwanted to do, and was coming down to the his face. The tremendous speed at which he was going carried man and machine over each other, the bleyele coming down on top of Roper, who did not move after and he therefore resigned his office of Gorden and submitted to a court investiga-

The men at the training quarters who had witnessed the accident rushed down how the turkey buzzard does it. I am | the track toward him. He had died so suddenly that he had not had time to shut off the power, and the wheels of the machine were flying around at a fearful rate, tearing up the track, while the coals had fallen out of the door of the firebox, which had it looked as if both man and machine were on fire. The machine was lifted from him, but the men who did it were unacquainted with its workings, and were unable to shut | for Lopez's visits and consultations. Gen. with the wheels on the track it was all that they could do to hold it, and it was throttle, shut off the steam and open the safety valve to prevent the danger of an quiet Roper was picked up, and it was seen that the man was dead. A physician was summoned, who pronounced that he had died from heart disease. There is no question that he was dead before he struck the ground, as there was no injury upon him which would have been sufficient to have caused his death. It is probable that the tremendous speed at which he, was going. and the excitement of his success were the

engineer, seventy-three years old, living at 299 Eustis street, Roxbury. The affair is a particularly sad one, as the trial in which he met his death was cost him years of study and hard labor.
The machine on which he was riding had been tried and altered as defects were found, over and over again, and he had just succeeded in getting it to suit himself. As far as can be learned, it was a success in every way, as it worked up to a great speed this morning without show-ing any of the straining or twisting which has always been the trouble with bicycles operated in any other manner than by foot power. The mile which he did in 2:101-5 represents only a fraction of the speed which could be attained by the machine, as the track is so small that he was unable to let it out at anywhere near its full power, and on the turns shut off the power entirely and coasted around until he came into the straight again. It is the opinion of many good judges of pace who watched

the trial this morning that in the straight, where he was able to speed up pretty well, he was going at a speed of nearly a mile a minute, and that he could have attained quite that on a straightaway course. There was no one on the track this morning who was familiar enough with the machine to give a detailed description of it, but it is apparently of about three or four horsepower. The firebox, boiler strument guaranteeing him a million of and water tank are all contained in an oak dollars if he landed the force on the islbox about three feet high, two feet long and ten or eleven inches wide, placed in-side of the frame of an old-style Columbia bicycle, with the bottom about eight inches from the ground and the top a little above the top of the frame, the whole machine weighing in the neighborhood of 200 to 250 pounds. The application of the power is on the right side of the machine and much the same as that in use on marine engines, except that the piston works in a horizontal direction instead of vertically. as is the case with most marine engines, and that the end of the crank, instead of running in a bearing, is free, with the eccentric rod applying to the free end,

the other end. of course, being fixed to It might be thought that this would give a good deal of twist if the power were applied very hard, but this apparently is not so, for in spite of the rough handling which the machine had this morning all this part of it was in perfect condition. although on the other side, where it had fallen, it was a good deal smashed up. Both the piston rod and the eccentric rod run through several guides, which were attached to the lower side of the frame of the bievele, so that the whole is firm and compact. The throttle is on the outside of the machine, just above the cylinder, so the publication of what he considered docthat if the cord connecting with the handle bar, by which it is usually operated, fails to work, it can be shut off by a direct application. The machine is a coal burner, and has a funnel, projecting backward almost on a straight line, so that the nected with a municipal department of smoke is thrown out behind the rider. The New York city. Major Quitman and Gen. smoke is thrown out behind the rider. The which operates when the boiler is full. It has also a draught regulator by which the fire can be blown up to almost any height. The machine usually carries 140 bounds of steam, but the pressure could be run

Another One on Davis. club stories at the expense of Richard Harding Davis. He was introduced to a stranger, and almost at once remarked: Journalists all seem to disifke me. the answer, and Mr. Davis did not ask

AN OLD CUBAN VENTURE

NEW LIGHT ON GOV. QUITMAN AND THE LOPEZ EXPEDITION.

Unpublished Facts About the Connection of Mississippi's Old Governor with an Effort to Free Cuba.

In the days before the war the Cuban

question was not always discussed from the housetops. The conditions of public sentiment did not make it always possible which apparently conflicted with the policies of Uncle Sam. This caused many of the most interesting facts in the history of revolutionary Cuba to remain unwritten Among the men whose names have been associated with the ante-bellum efforts in sissippi, a man whose work as soldier and statesman has left his name in the annals of his country synonymous with a purity mies gave him credit. Back in the thirties, when Texas lay at the mercy of the Mexican hordes, he raised troops at his own expense and hastened to the assistance of General Houston in the war for independence, and it was one of the regrets of his life that he missed the glory of San Jacinto. In the forties he distinguished himself in Mexico, where as general in command of a body of New York, Misisof Chapultepec, drove the Mexicans along the narrow causeway, and carried Belen, the famous northern gate of the city of Mexico, thereby raising the first United States flag that ever went up over the walls of that city. There was a long and bitter controversy as to which company's tiag had the distinction of first floating The regimental flags had been cut to

pieces, the only ones available belonging to the companies from New York, South Carowere handed up at the same time, the flag among those interested in the claims these respective States, but it is not generally known that in reality the very first colors displayed by United States troops upon the walls of the city of Mexico consisted of a large red silk pocket handkerchief belonging to General Quitman, which was hastily attached to a bayonet, and is now in the possession of the General's daughter, Mrs. Antonio Quitman Lovell, or Mississippi. As General Quitman, at the head of these troops, was first upon this occasion to enter the city of the Montezumas, he was made military governor during the occupancy, as the war records will show. In the fifties he served his State in Congress, and will be remembered by the army for his successful effort to raise the pay of the soldiers of the national army. QUITMAN'S ATTITUDE.

The one point in General Quitman's career upon which the government frowned was his supposed connection with the Cuban cause. He was at that time Governor of his State, and his name was confidently associated with that of Lopez, yet the world has never known the true relationship between the two men in regard to Cuba. The fact that the General was an outspoken friend of Cuba and that Lopez, when in this country, visited him and held long consultations, led to the belief that the General aided and abetted him in his illstarred enterprise, and, as national sentiment did not accord to him at that time the same privilege that is now the Indiana lic speech without prejudice to Cuba's cause, the suspicion resulted in an investigation by the United States Court. General Quitman, while perfectly willing to be investigated on his personal sentiments as a private individual, objected to such a protion in New Orleans. The charge not being proved, he was carried from the court-

house amid the wildest enthusiasm. His connection with the Lopez expedition in reality amounted to nothing, and the facts in the case can be told in a few words. General Quitman's well-known sympathy for Cuba, his acknowledged mildrew Lopez to him. Then again there might have been another and equally strong reason, though one of sentiment Quitman was a fine linguist, spoke the Spanish tongue with the proficiency of a Castilian, and the Cuban patriot, born in Venezuela, had never learned to speak English. When Lopez confided to General Quitman his purpose of invading Cuba and eral saw at once the futility of the enterprise. He frankly told Lopez that in his opinion disaster would be the result; that the expedition was entirely inadequate to the undertaking, and that he believed it a mistake to suppose that an army of in-vasion consisting of five or six hundred men and one small vessel would be sufficient for the purpose. The General urged Lopez net to go, telling him that Spain in the Antilles was a foe worthy of five or six thousand well-disciplined men and several gunboats. Lopez disregarded the ad-

was all that General Quitman had to do It is not, however, generally known that were, in fact, the private property of the some four or five years after the Lopez King, living instruments of his revenue, venture Cuba came near being invaded an army of 5,000 picked men, well-disci-plined soldiers, many of whom have since gone into history upon the battlefields of the late civil war. General Quitman's pop-ularity with the army made it possible for him to have the co-operation of a number of military men who were willing to strike a blow for Cuba's freedom, and it is certain that these men of intelligence and experience did not believe that they were undertaking an expedition to assist a handful of ignorant, traitorous insurgents. The influential Cuban natives earnestly urged General Quitman to place himself at the head of this force, and he proposed to go to Cuba much as Loring went to Egypt afterward and as other military men of this country have given their services to less fortunate people.

SUPPRESSED PROOFS. The funta, a small body of Cubans, met at Monmouth, the home of General Quitman, near Natchez, Miss., and in their strument guaranteeing him a million of and. This handsome sum the General arranged to have returned to Cuba for the itary institute for the education of its young men, thereby proving his disinterthe then Secretary of War, Jefferson Davis, and thus another effort in behalf of Cuba was waylaid by Uncle Sam. Under the private opposition to this expedition was much strong feeling, as several aspiring politicians believed that if the effort was a success the leader would be made military dictator of the island.

The papers regarding the true inward-

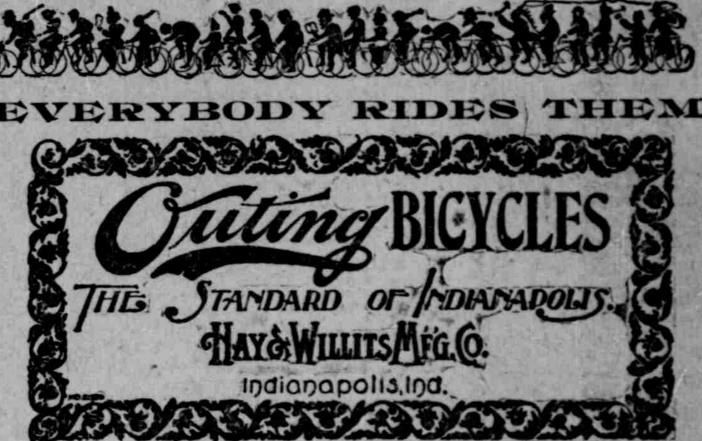
ness of this proposed expedition, which would now furnish much interesting reading, were found among General Quitman's effects after his death, and a request was made for them by J. F. H. Claiborne when he was writing the life of the General. This request was denied by the family, as the papers were considered more the prop-erty of the Cuban patriots, and would implicate many persons who were unsuspected confederates, both in this country and Cuba. Major F. Henry Quitman, the only son of the General, determined to prevent uments of trust, so he carefully boxed them and forward them from Natchez to New York and placed them in the keeping of the ex-Confederate General Mansfield Lovell, who was for some years con-Lovell have both been dead for some years, but it was understood by the former that the latter had placed the papers in some bank vault in New York. Their whereabouts is now unknown to the Major's family, but they are supposed to be yet in some dusty corner of some New York bank. There were a number of heroic as well as romantic incidents connected with this proposed expedition, that are as yet no only unwritten, but also generally un known. J. K. Duncan, who can be recalled by many of the old army officers, was one of the few who actually went into active service in the cause. He had been graduated from West Point, and at the time of this proposed Cuban expedition had served don't know why it is. Can you think of as a lieutenant in the Mexican war. It also a reason?" "I can think of seven." was | should be mentioned that Duncan was made general during the "late unpleasant-ness." Lieutenant Duncan volunteered to LIVERWKIDNEY DISEASES

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the fortifications of Moro Castle, a piece of work for which he was especially qualified, as he was an army engineer as well as being a man of decided intrepldity of character. Up to that time no foreigner had been allowed within the walls of Moro, and the plans of fortification were unknown to outsiders. The lieutenant went to Havana, accomplished his purpose, and these drafts of the old fort were the only ones known. The memory of a little historic romance still clings to the name of a prominent wo-man of the South in connection with these old-time efforts in Cuba's behalf. Miss Lucy Holcombe, a representative belle of the old South, after the Lopez expedition wrote a little book, "The Free Flag of Cuba," and dedicated it to General Quit-man. It was well understood among her friends that this literary tribute was due to the fact that a devoted admirer of the author lost his life with Lopez. This lady is now the widow of Governor Pickens, of South Carolina, and the mother of the late Mrs. Dr. Dugas, of Georgia, once Douscha Pickens, the goddaughter of Czar Nicholas I, who was born in St. Petersburg

when her father was minister to Russia.

Medineval Sources of Revenue, Popular Science Monthly One of the most notable of these sources was the Jews, who, during the middle ages, had no rights of citizenship in Christian-ized Europe, and were held, in respect to their persons, goods, wives and children, at the absolute disposal of the chief of the state, to be taxed and despoiled by him at his pleasure. This utilization of the Jews vice, and the world knows the result. This as sources of revenue was far more thoroughly and systematically carried out in less in cases where exceptional necessity on his part or obstinacy on theirs made it usual weight-not serfs bound to the soll but slaves of the highest value, to whom to allow free action in the acquisition of wealth was the needful condition of reaping the fruit of their labor. There is a writ of Henry III in which, in payment of a debt to his brother, Richard of Cornwall, he assigns and makes over to him "all my Jews in England." William Rufus (William II of England) actually forbade the conversion of a Jew to the Christian faith. "It was a poor exchange," he said, "that would rid him of

a valuable property and give him only a Under Edward I of England the Jews were plundered and amerced to such an extent that it is estimated that they paid over one-tenth of the entire revenue of the

The Training of Actresses.

We have learned one lesson from the Belasco-Fairbank suit. We know now that all this nonsense about it requiring from fifteen to twenty years to make an actress has been suppressing talent and holding down the stage. We have heard Belasco say that an actress can be manufactured in twenty-four hours. He has knocked the props of glory from under such shining lights as Charlotte Cushman, Mrs. Siddons, Sarah Bernhardt, Mary Anderson, Duse, Rose Coughlan, Fanny Davenport, Clara Morris, Janauschek and others who devoted years to their art. Mrs. Leslie Carter was made to order. She is a hot-house bloom. The art with which she hangs to the clapper of that old bell far outshines the tragic ideals of the greatest stars of the century; it even exceeds the art with which David, the great manufacturer of actresses, is trying to bleed poor, simple, silly old Fairbank. No fool like an old fool. Get an aged and ancient millionaire tangled up with young petticoats and you have a fly in the spider's

Won't Mention It.

Kansas City Journal. Richad Harding Davis says he confesses with shame that he was once a reporter. Let Richard keep quiet about it. The rethe circumstance.





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